

HEROIC PRIESTS GAVE UP LIVES TO QUIET CROWDS

Went Down on Titanic With
Men and Women Grouped
About Them.

ALL CREEDS IN PRAYER.

Three Girl Survivors Tell How
They Chose Death to
Solace Others.

Two priests of the Roman Catholic Church went down on the Titanic with men and women grouped about them responding to prayers. Not only Catholics, but Protestants and Jews, realizing that their last hour was at hand, took part in the final religious service on the sinking deck of the Titanic as she was heading downward for the depths.

One of the clergymen was Rev. Thomas R. Byles of Westminster Parish, as London, who was on his way to this city to officiate at the marriage of his brother in Brooklyn. The other was a German priest who spoke the Hungarian language in addition to his own. Father Byles was in the first cabin. The German priest was in the third cabin. The name of the German priest has not been ascertained.

Both priests celebrated mass for the steamer passengers Sunday morning. Father Byles delivered a sermon in English and French, the other in German and Hungarian. Strangely enough each of the priests spoke of the necessity of man having a lifeboat in the shape of religious consolation at hand in case of spiritual shipwreck.

After the Titanic struck Father Byles made his way to the stateroom. He was active in getting steamer passengers up to the boat deck and assisting women and children to the lifeboats. Of the two clergymen he was the leader not only in rendering material aid to the frightened emigrants, but in keeping the religious aspect of the terrible occasion to the fore.

THREE GIRLS TELL HOW PRIEST QUIETED CROWD.

Three of the survivors who vividly remember the last hours of the heroic English priest are Miss Ellen Mocklare, a pretty, dark-haired young girl from Galway, now at her sister's home, No. 412 West Seventeenth street; Miss Bertha Moran, who has gone to Troy, N. Y., and Miss McCoy, who is in St. Vincent's Hospital. These told their story in concert at the hospital today.

"When the crash came we were thrown from our berth," said Miss Mocklare. "Slightly dressed, we were prepared to find out what had happened. We saw before us, coming down the passageway, with hand uplifted, Father Byles. We knew him because he had visited us several times on board and celebrated mass for us that very morning."

"Be calm, my good people," he said, and then he went about the stateroom giving absolution and blessings. "Meanwhile the stewards ordered us back to bed," spoke up Miss McCoy, "but we would not go."

"A few seconds became very excited," Miss Mocklare continued, "and then it was that the priest again raised his hand and instantly they were calm once more. The passengers were immediately impressed by the absolute self-control of the priest. He began the recitation of the rosary. The prayers of all, regardless of creed, were mingled and the responses, 'Holy Mary' were loud and strong."

"Continuing the prayers," said Miss Bertha Moran, "he led us to where the boats were being lowered. Helping the women and children in his whisper to them words of comfort and encouragement."

SAILOR BEGGED PRIEST IN VAIN TO GET IN BOAT.

"One sailor," said Miss Mocklare, "warned the priest of his danger and begged him to board a boat. Father Byles refused. The same seaman spoke to him again and seemed anxious to help him, but he refused again. Father Byles could have been saved, but he would not leave while one was left and the sailor's entreaties were not heeded."

"After I got in the boat, which was the last one to leave, and we were slowly going further away from the ship, I could hear distinctly the voice of the priest and the responses to his prayers. Then they became fainter and fainter until I could only hear the strains of 'Nearer, My God, to Thee' and the screams of the people left behind. We were told by the man who rowed our boat that we were mistaken as to the screams and that it was the people singing, but we knew otherwise."

"Did all the stateroom get a chance to get on deck?" was asked.

"I don't think so, because a great many were there when our boat went out, but there were no more boats, and I saw Father Byles among them."

"A young man who was in the stateroom with us helped me into the boat. It was cold and I had no wrap. Taking off the shirt he was wearing, he put it around my shoulders, used the suspenders to keep it from blowing undone and then stepped back in the crowd."

Wedding bells, quickly followed by a funeral march, changed on Saturday, what was to have been the happiest day in the lives of Miss Isabel Katherine Russell and W. E. Byles. More than two thousand people were expected to be present.

The ceremony was to have been performed in St. Augustine's Church and the Rev. Thomas R. Byles of Ongar, Essex County, England, brother of the groom, was asked to officiate.

Miss Russell and Mr. Byles did not give up hope that Father Byles had been saved until every passenger had arrived from the Carpathia. They returned to the Russell residence, No. 119 Pacific street, and, by telephone and telegram, recalled the numerous invitations.

No Light on the Mystery Hiding the Identity Of Two Waifs of the Sea



French Children Merely Answer "Out" When Questioned by the Consul of France and Contentedly Play With Little Boats Made of Brightly Painted Tin.

BY NIXOLA GREBLEY-SMITH.

Of all the survivors of the Titanic those two whose impressions would be most worth gathering remain resolutely silent. The two little waifs whose father perished in the disaster and who gained a temporary home with Miss Margaret Hayes, a fellow passenger on the ill-fated steamer, are still at Miss Hayes's home at No. 304 West Eighty-third street, and not a word have they vouchsafed to any one as to their names, their relatives or any other matter which might shed a ray of light on their antecedents or identity.

Under the shadow of a giant acaas they sat yesterday afternoon, each with a brand-new boat in hand with which they entertained themselves while the French Consul to New York strove vainly to extract some enlightening word from the elder boy, whose age has been given as three and a half.

To every question the little, curly-headed chap replied with "polite" and baffling "Out" and said nothing more. "Do you like to play with your boat?" asked the Consul, taking the little fellow on his knee.

"Out," came the monotonous reply. "What city did you come from?"

"Out."

"This time the child's answer was rather bored as though he wished to add: 'Why do you bother me with questions about that old boat when I have this new shiny, painted, wonderful boat of tin in my hands?'"

Probably I am the only person to whom it seemed in the least incongruous that these two, babies should be playing with brand new tin boats. The boats obviously delight them and bring back no memory of the night of horror which saw the younger boy tossed naked from the Titanic into a lifeboat while the older followed later clad in a flannel shirt.

IT IS EVIDENT THE CHILDREN ARE BROTHERS.

That the two children are brothers is evident from their striking resemblance to each other. There is said to be a difference of a year in their ages, but I think the older boy is more than three and a half years of age. If not, he is very tall for his years. Both children have unusually beautiful chestnut brown hair which curls in loose ringlets about their heads. Their eyes are dark. Their faces, of cherubic plumpness, bear that expression of mingled melancholy and mischief so characteristic of children of the Latin races.

"I have read in the papers that the older boy has said his name is Louis," the French Consul remarked, "but I can get nothing from him to prove it. It seems to me more likely that as he answers out to everything, he was understood to say that his name was Louis, which might seem to have the same sound to an American. He was called to France and will do everything I can to find the relatives of the children, but as yet I have gained nothing from them to aid in the search."

Yet the children are by no means stupid. They are sweet, well-mannered, gentle little fellows.

that it is bad luck to postpone a wedding, the ceremony was performed on Saturday by the Rev. Wm. F. McGinnis, D. D., a life-long friend of the bride, in St. Paul's Church. The bride wore her white satin gown which had been imported from Paris and was attended by her sister, Miss Rosa P. Russell. Only relatives and a few intimate friends were present.

Instead of the usual reception and wedding breakfast following, the bride and groom, after a brief stay in the city, hastened home, and during the night, returned to the church, where the Rev. Father W. Flannery, rector, performed a solemn requiem mass for the late Father Byles.

Memorial service at Trinity. Special services will be held at Old Trinity tomorrow at 2 o'clock in memory of those who lost their lives through the sinking of the Titanic. The rector, the Rev. William T. Manning, will conduct the services, which are under the auspices of St. George's Society and the British Consulate. The general public will be admitted without charge at 11.30.

GOT FIVE POUNDS FOR RUNNING AWAY FROM TITANIC

Survivor Says Millionaire in
Lifeboat Made Offer to
Members of Crew.

WAS IN FEAR OF UPSET.

Two Men Call on Mayor Gay-
nor and One Tells Story
About "Unknown."

Two survivors of the Titanic called on Mayor Gaynor today. One is a sailor who was assigned to help man a lifeboat, the other a stateroom passenger who, wearing a lifebelt, leaped overboard from the sinking ship, was picked up by passengers aboard an already over-burdened lifeboat, again to be hurled back into the ocean and again to be saved by the occupants of a lifeboat. They sought immediate assistance, having lost every possession when the Titanic sank.

Eugene F. Daly, the rescued stateroom passenger, was playing the bag pipes in the third cabin to the amusement of his fellow passengers shortly before the iceberg was struck. Daly says he was just about to retire when the impact startled him. He grabbed some clothing and started for the deck. Stewards went through the staterooms and reassured the passengers, saying there was no danger.

"Most of the women believed these statements," said Daly, "until it was too late. That is why so many of the women in the stateroom were drowned. When they finally realized that the ship was sinking they tried to reach the boats, but could not get through the crowd of other frightened passengers."

JUMPED INTO WATER AND
SAVED BY LIFEBOAT.

"I managed to don a life preserver and failing to get a seat in a lifeboat or on a raft jumped overboard and struck out just before the ship sank. The water was icy and for the first few minutes I thought I could not survive the cold. I do not know how long I was in the water when I caught the edge of a lifeboat or collapsible lifeboat already crowded. It upset, but the people in it did not drown. Some of them scrambled back while others, including myself, were dragged into a lifeboat containing women and a few men. My sufferings in the lifeboat were intense until we reached the Carpathia, where I was made comfortable."

"Here I am now, stripped of every worldly possession, including my beloved bag pipes, my baggage and ninety-eight pounds sterling which I saved in fourteen years in anticipation of spending the rest of my days in the United States."

Daly is living with friends at No. 901 Dean street, Brooklyn. Secretary Adamson gave Daly a note to those in charge of relief funds. He reached the headquarters of the American Red Cross Society at No. 1 Madison avenue. Robert Hopkins, the sailor of the Titanic, was also referred to the fund managers. He was assigned by a superior officer to get into one of the boats whose occupants all were women and to help handle the boat. He says that he was in the water when the Titanic was under orders to steer a course toward lights which were burning on the distant horizon.

ALL BELIEVED THE LIGHTS
WERE FRANKFORD.

"We all believed that those lights came from the Frankford," said Hopkins. "We were told to row toward them," said Hopkins. "Hopkins is one of the White Star crew who refused to sail back to England by the company's orders. He said he had quit the company and expected therefore no relief from that quarter."

Hopkins threw some additional light on the so-called "millionaire's" swindler. He was indicted as a millionaire and only ten others, including a few women. The millionaire, according to Hopkins, who received the story afterward from fellow-crew members, offered to hand some of the crew in boat No. 2 if they "put right away from the Titanic," although there was plenty of room for others.

"The crew did as requested by the millionaire," continued Hopkins, "and after they had boarded the Carpathia the millionaire gave each of the Titanic's crew who remained on board a check for five pounds upon Courtauld's Bank. If anybody can get hold of one of those checks the identity of the millionaire will be established."

TO GIVE \$10,000 EACH
TO THE FAMILIES OF
LOST POSTAL CLERKS.

WASHINGTON, April 22.—Resolutions authorizing \$10,000 appropriations for the families of each of the lost postal clerks who lost their lives on the Titanic were introduced in the House today by Representative Kelly of Connecticut.

The three men were Oscar S. Woody of North Carolina, John S. March and William M. Gwynn of New York. They had exchanged trips from another vessel in order to reach New York to be present for an operation to be performed on his wife.

MAY SEND U. S. SHIPS
TO TITANIC'S GRAVE.

WASHINGTON, April 22.—Acting upon information that the bodies of the victims of the Titanic disaster had been picked up near the scene of that catastrophe, Senator Martin of New Jersey today introduced a resolution requesting the President to send to the place several revenue cutter vessels and to keep them there at least a month in the hope of finding other bodies. The resolution was referred to the Committee on Commerce.

CUNARD LINE EARLY TO FIT SHIPS WITH RAFTS AND BOATS

General Agent Sumner Says
Chairman of Board Sent
Wireless Directing Changes.

Charles T. Sumner, General Agent here of the Cunard Line, said today: "In view of the statements which have been made in the press with regard to the intention of several transatlantic lines to provide their steamers in the future with sufficient boats and rafts to accommodate all on board, I consider it right on behalf of the Cunard Company to state that the Chairman of the company, who was on board the Mauretania at the time, sent a wireless message to Liverpool on Wednesday last, via Cape Race, reading:

"Instruct all Atlantic captains avoid all risks ice whatever loss of time or extra distance involved. Prepare plans for fitting all steamers with life rafts or collapsible boats to full numbers carried. Also wish question searchlights to be carefully considered."

"I have the chairman's authority for stating that the work of fitting additional life-saving appliances is being put in hand at once on both sides of the Atlantic. The question of prudent navigation and of the possibility of avoiding altogether such terrible disasters is, however, of even greater importance."

"Reconsidering, however, that printed rules are apt to become a dead letter unless constantly reinforced by personal precept, the chairman of the company, shortly after he was appointed to the position two years and a half ago, addressed to every captain a personal note, in which he impressed upon them the fact that loss of time on the voyage is of no importance as compared with the safety of the ships."

"I am glad to see that the suggestion of an international patrol of the ice region has been made in Congress. The Cunard Company has already made a similar suggestion to the British Government, and I feel sure that such action would be of great practical value."

SARAH ROTH, TITANIC
SURVIVOR, IS MARRIED.

Sarah Roth, 28 years old, one of the survivors of the Titanic, was married in St. Vincent's Hospital today to Daniel Michael Isles, a clerk of No. 21 West Twenty-fourth street. Isles and Miss Roth were sweethearts in England. Isles sent the passage money across the ocean while Miss Roth was preparing her trousseau. All she owned was lost when the Titanic sank. Miss Roth was taken to St. Vincent's Hospital from the Carpathia, suffering from shock and exposure.

Accompanied by Isles and the Rev. Father Grogan, Miss Roth went to the City Hall where the marriage license was obtained. The wedding took place in St. Vincent's Hospital, where the sisters had provided a fitting wedding gown for the young woman.

HOUSE OF COMMONS
DISCUSSES DISASTER
TO THE TITANIC.

LONDON, April 22.—To-night's session of the House of Commons is to be devoted to a debate of the Titanic catastrophe. Incidental to this the Board of Trade's antiquated regulations are to be brought under discussion.

Will Crooke, the Labor member, initiated the necessary motion and scores of members rose to support him. A fusillade of questions was fired at Sydney Buxton, President of the Board of Trade, prior to the introduction of Mr. Crooke's motion.

Mr. Buxton, in reply, announced that he already had summoned a meeting of the leading British shipowners for an immediate exchange of views. He had also taken steps to confer with the Lord Chancellor in regard to the appointment of a high legal authority as wreck commissioner to preside over the Titanic inquiry.

All questions as to routes, speed, life-

Saw Her Babe Go to Safety, Then Turned to Die With Husband



MRS. H. J. ALLISON AND SON.

SACRIFICED LIFE TO SAVE BABE AND DIE WITH HUSBAND

Seven Months' Old Allison
Orphan Will Be Cared For
by Two Families.

MILWAUKEE, Wis., April 22.—The one survivor of the four members of the Allison family, which took passage on the Titanic, a boy of seven months, will probably be educated in Montreal, and will be the joint care of the family of Hudson J. Allison, whose wife died with him rather than be rescued and live a widow, and of Mrs. Gertrude Daniels, formerly of Milwaukee, mother of Mrs. Allison.

The Milwaukee relatives of Mrs. Allison yesterday reached Montreal, to hear from the lips of a survivor, Miss Sadie Daniels, Mrs. Allison's sister, the story of Mrs. Allison's death by the side of her husband.

Mrs. Allison was a member of an old Milwaukee family, and was married a few years ago to H. J. Allison, a wealthy Montreal merchant. They had two children, the boy who was saved, and a daughter, Lorraine Ellen, a child of two and a half years, and the children and Mrs. Allison's sister, Sadie, were taken along for the winter in Europe.

When the Titanic was lost Mrs. Allison was forced into a lifeboat and she sprang out and refused to leave her husband. Putting the boy in the arms of her sister who was in the lifeboat, she turned back to lift in the daughter also, but the boat was filled, and the daughter held the hands of her mother and her father as they went down with the ship.

W. J. Allison of Montreal collapsed at the White Star office when he learned that only Miss Sadie Daniels and one of the children had been saved.

BIG DERRICK KILLS MAN AND HORSE AT NEW CITY BUILDING

Boom Hoisting 34-Ton Stone
Hits Worker and Pierces
Animal on Street.

By the breaking of the boom of a huge derrick hoisting a thirty-four ton block of granite into position over the Centre street arch of the new Municipal Building today Frank Walsh, a bricklayer, thirty-nine years old, of One Hundred and Forty-ninth street and Brook avenue, Bronx, was killed and one horse of a six-horse team attached to the truck which hauled the great stone was crushed to death.

Fortunately, the great stone block was not poised in mid-air when the boom broke. The stone had been elevated only slightly from the truck when the crash came, the block falling back on the heavy truck and the broken boom hurtling down.

Walsh was ready at the top of the arch to help place the stone in its bed and was looking over the coping when the boom struck him, breaking his neck. The boom shot down, arrow-like, upon the truck horse, piercing its body. The horse, belonging to T. Donovan & Son, Walsh leaves a widow and three children.

boats, searchlights, etc., would, he said, be submitted to a searching investigation by the strictest possible court of inquiry, and if the Board of Trade's present powers were inadequate to enforce the necessary regulations he would not hesitate to ask Parliament to confer further powers.

Spring Suits
Greatly Reduced
\$13.75
To-morrow, Tuesday
Have Been Priced at \$22.50

While the freshness of Spring is still on us, Bedell, as usual, leads the way with a series of special sales, among them to-morrow's event ranking first.

Serges, Novelties, Mixtures
Stunning little "tailormades" so altogether irresistible that many will buy them for second suits, even if the Spring Costume has been purchased. Their dashingly style is mainly due to the attractive, smart cutaway jacket and tailored skirts, charmingly made of the finest French serge and novelty mixtures.

Alterations FREE
SALE AT ALL THREE STORES

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GRECIAN-TRECO
FOR moulding the form to
fashionable contour with-
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supporting the correct figure
lines, the Grecian-Treco Corset
will prove a revelation.

The Grecian-Treco Corsets are made of a light, flexible and hygienic mesh material, and being boneless, with one-piece fabric over the hips, fit the form with glove-like smoothness.

In varying styles,
\$5.00, \$7.50, \$10.00
You are invited to inspect Bien Jolie Grecian-Treco Corsets at the following stores:

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Bien Jolie Brassieres are an unfailing aid toward obtaining shapely and unbroken lines above the corset.
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Special Sale
Suits, Wraps & Dresses

Tailored Suits—All of the Woolen Suits from Spring stock are included. Reduced to \$25.00 and 35.00. Formerly \$35.00 to 60.00.

Ladies' Coats—Fine light-weight Woolen Coats for steamer and automobile wear, in Homespun and Gaberdine and Tussor Linen. Also a number of fine Satin Wraps for afternoon and evening wear. \$20.00 to 35.00.

Silk Dresses—In a number of attractive models, where sizes and colors are broken. Reduced to \$10.00 and 25.00.

Tub Dresses of Pique, Linen, Voile, Gingham and other wash materials. \$10.00.

Morning Dresses—A great variety of styles in French Pique, Eponge, Voile, French Linen and other new and desirable wash fabrics. \$15.00, 22.50 and 35.00.

Lingerie Dresses—Of fine French Lingerie, Crepe, French Voile and other light-weight Summer Dress materials, trimmed with fine Laces and hand-embroidered in many cases. \$18.50, 22.50, 35.00, 50.00 and up.

Linen Suits—Tailored from good linens in stylish models. \$15.00, 20.00 and 35.00.

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